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New patent claims

- 5 1. A method for controlling a drive (16) of a motor
vehicle having an internal combustion engine (10)
and an electric motor (24), a main transmission
10 (16) having an output shaft (18), which is
connected to a driveshaft (19) of the motor
vehicle, and an input shaft (14), which is
connected to the internal combustion engine (10),
the electric motor (24) being coupled to the input
shaft (14) or the output shaft (18) of the main
15 transmission (16) by means of an intermediate
transmission (22) having at least two transmission
ratio steps, where, to accelerate the motor
vehicle from rest, the drive is initially effected
solely by the electric motor (24), the
20 intermediate transmission (22) being in its lowest
transmission ratio step, and the provision of
drive then being taken over by the internal
combustion engine (10) before a shift operation in
the intermediate transmission (22),
characterized
25 in that an energy store which is connected to the
electric motor (24) is intermediately discharged,
the electric motor (24) is operated in a
regenerative mode, the electric motor (24) is
operated in a booster mode and the like only in at
30 least the second transmission ratio step of the
intermediate transmission (22).
2. The method as claimed in claim 1,
characterized
35 in that the intermediate transmission (22) is a
claw shift transmission.

3. The method as claimed in Claim 1 or 2,
characterized
in that the provision of drive is taken over
gradually by the internal combustion engine (10)
before a shift operation in the intermediate
transmission (22), the drive torque supplied by
the internal combustion engine (10) being
increased to the same extent as the drive torque
supplied by the electric motor (24) is reduced.
4. The method as claimed in one of claims 1 to 3,
characterized
in that the provision of drive is taken over by
the internal combustion engine (10) as a function
of a detectable acceleration demand of the motor
vehicle.
5. The method as claimed in claim 4,
characterized
in that the acceleration demand of the motor
vehicle can be detected from the accelerator pedal
position and/or from the vehicle speed.